

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER,

FOR

1869.

REPORT.

To the General Assembly of the State of Vermont :

The undersigned respectfully submits his second Annual Report upon the condition and management of Vermont Railroads :

Near the close of the last session of the General Assembly I was directed by joint resolution to "report forthwith the actual condition" of the Atlantic & St. Lawrence Railroad ; and, although a copy of the resolution was forwarded to me immediately upon its adoption, by Hon. George Nichols, Secretary of State, it was not received seasonably to admit of my making an examination of the road and report to the Legislature before its final adjournment.

I examined the road above referred to, as early as practicable the present season, and found much of the road-bed and a large proportion of the track in very bad condition.

With as little delay as possible, I called the attention of the Managing Director of the Grand Trunk Railroad—which last named company has a lease of the road in question—to the necessity of giving the Atlantic & St. Lawrence road immediate attention ; and was informed, at once, by him that the road would undergo thorough repairs this season.

On the first day of September I made a second examination of the road above named, and was very much gratified to find a marked improvement in its condition ; defective portions of the road-bed have been materially improved, new ties have taken the place of old ones, and, as I am informed, nearly six hundred tons of new iron has been laid within the past four months, and a large per cent. of the old iron re-

paired and relaid, so that at this time the track, with the exception of that part in the vicinity of stations, is in fair condition. It is obvious, however, that there is room for further improvement, and I was assured at the time of my second examination of the road, by the engineer in charge of the eastern division of the Grand Trunk Road, that the work of repairs on that part of their line in Vermont would be vigorously prosecuted during the remainder of the season.

I will simply add that having passed over the Grand Trunk Road from Montreal to the boundary line at Norton, and thence over the Atlantic & St. Lawrence Road to the eastern boundary of Vermont, the last named road will compare favorably with that part of the Grand Trunk Road in Canada, over which I passed.

From the examination which I have made of the other Vermont railroads—and I have passed over the principal roads several times—I am able to report them in good condition; and that, with the exception of interruptions occasioned by the deep snows of the past winter, and the swollen streams of last spring,—which in many instances submerged railroad tracks to the depth of several feet—trains have been run over Vermont roads with great regularity and almost uniform safety to passengers.

On or about the 15th day of July, I furnished the managers of the several Vermont railroads with the form of a report required of them. So far as I am in receipt of such reports from the several roads, they are submitted herewith.

WILLIAM ROUNDS,

Railroad Commissioner.

ANNUAL REPORT OF THE CONNECTICUT & PASSUMPSIC RIVERS R. R. CO.

For the Year ending May 31, 1889.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$2,955,411 49

Expended since last report, viz :

Equipment,	\$39,894 00
Roadway,	875 50

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, \$365,250 52

Expended since last report, 39,894 00

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	110 miles.
“ “ completed,	“
“ “ branches,	none.
“ “ side tracks,	12 miles.
Weight of rail per yard,	65 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,	11		2050
Truss bridging, 50 feet span and under,	13	18	796
Truss do., from 50 to 100 feet span,	7	10	666
Truss do., from 100 to 150 feet span,	5	5	580
Truss do., 150 feet span and over, .	11	14	2014
Total,	47	47	6076

Number of road crossings at grade,	74
Number of railroad crossings above and below grade,	7
Number of cross ties per mile,	2000
Chairs, number per mile,	440 to 680
Whole number of switches on main track, about	80

GRADIENTS AND ALIGNMENT.

Maximum grade,	52 8-10 feet.
----------------	---------------

BUILDINGS AND FIXTURES.

Passenger houses,	6
Freight houses,	21
Engine houses,	3
Repair shops,	5
Water stations,	12
Dwellings,	19
Wood sheds,	25
Turn tables,	2
Other buildings, as follows :	
Store building,	1

EQUIPMENT.

Number of locomotives owned by the company on the 31st day of May, 1869,

	Under 18 tons	18 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over
In good repair,		2	3	2	4
Requiring slight repairs,			2		
Requiring heavy repairs,					
Worn out,					

Number of cars owned by the company, May 31, 1869 :

First class 8 wheel passenger cars in good repair,	8
First class 8 wheel passenger car wanting repair,	1
Smoking and mail cars in good repair,	2

Baggage, express and mail cars in good repair,	5
Baggage, express and mail cars wanting repair,	2
Covered freight and cattle 8 wheel cars in good repair,	202
Platform 8 wheel cars in good repair,	114
Wood cars,	12
Coal cars,	13
Freight saloons,	4
Gravel cars,	20
Hand cars,	28
Drovers' saloon,	1
Average weight of passenger cars, about	24,000
do do baggage "	17,000
do do box "	14,000
do do platform "	12,778

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	89,302
Miles run by freight trains,	84,829
Miles run by gravel and construction trains, }	16,278
Miles run by wood trains, }	
Number of through passengers carried in cars, }	118,019
Number of way passengers, }	
Number of tons of through freight, }	87,222
Number of tons of way freight, }	
Average rate of speed of express trains, }	23 miles.
Average rate of speed of ordinary passenger trains,	
do do freight trains,	13 "
Rate of fare charged first class through passengers per mile,	3 $\frac{1}{4}$ cents.
Rate of fare charged first class way passengers, per mile,	4 "
Rate per ton per mile charged on 1st class through freight,	5 $\frac{2}{3}$ "
Rate per ton per mile charged on 2d class through freight,	4 $\frac{1}{2}$ "

Rate per ton per mile charged on 3d class through freight,	3 $\frac{7}{8}$	“
Rate per ton per mile charged on 4th class through freight,	3 $\frac{1}{3}$	“
Rate per ton per mile charged on 1st class way freight,	8 $\frac{2}{3}$	“
Rate per ton per mile charged on 2d class way freight,	7	“
Total number of tons of freight carried one mile,	4,799,290	
Total number of passengers carried one mile,	3,747,271	

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1869.

Ordinary repairs of road bed and super-structure,	}	\$99,603 44
Extraordinary repairs of road bed,		
Cost of new rails used in repairs,		
Number and weight of chairs,		
Weight of spikes,		
Cost of repairs of rails,	}	29,996
Number of cross ties used for renewal.,		
Cost of same, average, 27 cents each.		
Insurance on real estate,		\$5,587 55
Repairs of bridges,		6,638 53
“ stations, and new buildings,		18,200 96
“ fences,	} included in repairs of road.	
“ masonry,		

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,		\$24,922 09
“ passenger and baggage cars,	}	45,958 37
“ freight cars,		
Repairs of tools and machinery in work shops,		4,350 91

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1869.

Wood, including cost of preparing the same,	\$38,528 60
No. of cords of wood used by locomotives, } do do at stations, }	about 9,000 00
do tons of coal do do	40
Cost of oil and waste for engines and tenders, } do do passenger and baggage cars }	\$6,596 79
do do freight cars,	
Loss and damage of goods, }	
Loss and damage of baggage, and }	\$3,244 14
animals killed,	
Damages for injuries to persons,	none.
Number of agents,	22
Expenses of passenger department,	\$21,420 35
do freight do	27,031 15
For salaries of trustees, president, directors, } secretaries, treasurer and superintendent, }	\$35,080 07
For printing, stationery and office expenses, }	
For law expenses, and expenses not specified, }	

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$177,346 47
From freight,	330,549 64
From other sources, viz :	
Expresses,	\$6,000 00
Mails,	11,117 00
Rents,	4,333 97

VALUE OF MATERIALS ON HAND.

Wood, cords of, 20,801,	\$62, 219 00
Coal, tons of 169,	2,275 50
Oil, gallons of, 1110,	1,099 68

Waste, pounds of, 3901, \	\$530 38
Iron rails, tons of, old, 95 3-4,	3,830 00
Iron rails, tons of, repaired, 52 3-4,	3,205 00
Chairs, pounds of, 14,213,	710 65
Spikes, pounds of, 11,900,	.654 50
Ties, number of, 16,730,	4,182 50
Iron and other metals, unwrought,	16,529 .00
Iron and other metals, worked and partly worked,	4,256 00
Lumber,	18,534 64
Articles for general repairs,	34,796 91

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1869.

SOURCE.	JULY, 1868.	AUGUST, 1868.	SEPT., 1868.	OCTOBER, 1868.	NOV., 1868.	DEC. 1868.
Passengers,	22,602 92	26,778 77	28,186 55	17,548 16	15,064 35	11,362 11
Freight,	22,568 29	28,566 74	33,119 93	38,362 85	32,859 58	26,655 97
Express,*						
Transport of mails,†						
Use of engines,						
Use of cars,					1,438 43	
Rent,						
Other earnings specified in detail as follows :						
Total,						

* \$500 per month included in passenger earnings. † \$206 43 per month included in passenger earnings.

DETAILS OF EARNINGS—CONTINUED.

SOURCE.	JAN., 1899.	FEB., 1899.	MARCH, 1899.	APRIL, 1899.	MAY, 1899.	JUNE, 1899.
Passengers,	10,040 54	9,951 07	13,386 72	12,650 21	12,917 76	13,974 31
Freight,	23,566 02	19,625 92	24,618 64	22,920 93	32,232 21	25,569 48
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,					2,895 54	
Other earnings specified in detail as follows:						
Total,						

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

3 Conductors of passenger trains,		
Amount of compensation,	\$60 to 70 per month.	
4 Conductors of freight trains,		
Amount of compensation,	\$60	do
1 Master mechanic,		
Amount of compensation,	\$150	do
2 Road masters,		
Amount of compensation,	\$148	do
115 Men in repair shops,		
Amount of compensation,	75 to 3 25 per day.	
4 Enginemen of passenger trains,		
Amount of compensation,	\$3 00	do
3 Enginemen of freight trains,		
Amount of compensation,	\$2 50 to 3 00	do
1 Engineman of wood and gravel trains,		
Amount of compensation,	\$3 00	do
8 Firemen,		
Amount of compensation,	\$1 67	do
1 Baggage-man,		
Amount of compensation,	\$60 per month.	
2 Switchmen,		
Amount of compensation,	\$1 50 per day.	
27 Section men, (foremen),		
Amount of compensation,	\$1 75 to 2 00	do
81 Section hands,		
Amount of compensation,	\$1 50	do
2 Watchmen,		
Amount of compensation,	\$1 60	do
20 Station agents,		
Amount of compensation,	\$20 to 66 67 per month.	
20 Other laborers,		
Amount of compensation,	\$1 37½ to 1 75 per day.	

1 Clerk connected with passenger business,	
Amount of compensation,	\$40 per month.
1 Clerk connected with freight business,	
Amount of compensation,	\$40 do
Superintendent of bridges—salary,	\$3 25 per day.
Wood agent,	\$2 75 per day.

Trial Balance, July 20, 1869.

Construction,	\$2,996,180 99
Notes receivable,	5,193 94
Superintendent, including stock and materi-	
als on hand, and sundry accounts unsettled,	125,847 95
Wood lots,	6,378 14
Agent for collections,	449 04
Cash,	26,640 72
	<hr/>
	\$3,160,690 78

Lyndon Lands,	\$12,760 07
Massawippi Railroad,	5,000 00
Coupons uncalled for,	592 50
Dividends,	1,824 94
Reserve,	93,645 84
Stock issued,	2,084,200 00
Bonded debt,	500,000 00
Notes payable in 1876,	295,000 00
Trustees of sinking fund,	93,000 00
Partial payments account sub-	
scription,	3,683 23
Earnings,	68,929 11
New shops,	2,055 09
	<hr/>
	\$3,160,690 78

[E. E.]

N. P. LOVERING, *Treasurer.*

STATE OF VERMONT, }
COUNTY, SS. } day of 186

I, N. P. Lovering, Treasurer of the Connecticut and Passumpsic Rivers Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 20th day of July, 1869.

N. P. LOVERING, *Treasurer.*

Subscribed and sworn to before me, this 30th day of July, A. D. 1869.

HUBBARD HASTINGS,
Master in Chancery.

OFFICERS OF THE COMPANY.

SALARIES.

President,	\$1,200 00
Superintendent,	2,000 00

STATE OF VERMONT, }
CALEDONIA COUNTY, SS. }

I, A. H. Perry, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct, according to the best of my knowledge, information and belief.

Signed, A. H. PERRY, *Superintendent.*

Subscribed and sworn to before me this 26th day of July, 1869.

HUBBARD HASTINGS,
Master in Chancery.

ANNUAL REPORT OF THE
VT. CENTRAL AND VT. & CANADA RAILROADS,
For the year ending May 31, 1869.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction, as per last report, \$8,402,054 92

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, Vermont Central,	117 miles.
“ “ Vermont and Canada,	65½ “
“ “ completed,	182½ “
“ “ branches,	2 “
“ “ side tracks,	33 “
Weight of rail per yard,	56 to 63 pounds.

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Trestle bridging,	8		8,085
Truss do., 50 ft. span and under,	45	55	1,595
Truss do., from 50 to 100 ft. span,	6	6	357
Truss do., from 150 to 100 ft. span,	19	30	3,681
Truss do., 150 ft. span and over,	13	27	4,240
Draw bridges,	2		244
Total,	93	118	18,202

Number road crossings at grade,	125
Number of road crossings above and below grade,	34
Number of cross ties per mile,	2,500

Chairs, number per mile,	440 to 600
Whole number of switches on main track,	147

GRADIENTS AND ALIGNMENT.

Amount of straight line, miles, on Vermont Central,	83
Amount of curved line, miles, on Vermont Central,	34
Maximum radius,	16,460 feet.
Minimum radius,	1,146 "

BUILDINGS AND FIXTURES.

Passenger houses,	37
Freight houses,	35
Engine houses,	5
Repair shops,	3
Water stations,	28
Dwellings,	22
Wood sheds,	53
Turn tables,	5
Car houses,	2
Ice houses,	5

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	426,328
Miles run by freight trains,	805,009
Miles run by gravel and construction trains,	40,409
Miles run by wood trains,	34,043
Number of through passengers carried in cars,	149,115
Number of way passengers,	219,785
Number of miles traveled by way passengers,	4,519,784
Average distance traveled by way passengers, 20 6-10 miles.	
Number of tons of through freight,	337,294
Number of tons of way freight,	312,852
Number of tons of way freight carried 1 mile,	17,211,247

Average rate of speed of ordinary passenger trains,	22 m. per hour.
Average rate of speed of express trains,	27 " "
Average rate of speed of freight trains,	12 " "
Rate of fare charged first class through passengers per mile,	3 cents.
Rate of fare charged first class way passengers per mile,	4 "
Average rate of fare charged second class passengers per mile,	2 "

On through and way freights of all classes rates vary from one and a half to ten cents per ton a mile, according to season, grade and distance.

Total number of tons of freight carried 1 mile,	54,177,218
Total number of passengers carried 1 mile,	15,650,086

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1869.

Ordinary repairs of road-bed and superstructure,	\$182,646 33
Cost of new rails used in repairs,	128,496 99
Cost of repairs of rails,	31,961 81
Cost of cross ties used for renewals,	26,189 82
Cost of re-laying rails and ties,	4,470 34
Insurance and taxes on real estate,	11,396 82
Repairs of bridges,	53,538 91
Repairs of stations,	32,479 24
Repairs of fences,	5,191 64
Repairs of depot furniture,	3,112 79
Total,	\$479,484 69

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$113,812 93
Repairs of passenger and baggage cars,	44,699 68
Repairs of freight cars,	120,241 81
Repairs of freight cars,	120,241 81

Repairs of tools and machinery in work shops,	\$16,860	29
Oil used about work shops,	3,719	29
Fuel,	12,225	00
Waste,	302	24
Repairs of gravel, section, hand cars, snow plows,	8,483	70
Repairs of road tools,	3,806	45
Total,	\$324,151	39

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1869.

Wood, including the cost of preparing same,	\$221,164	67
Cost of oil and waste for engines and tenders,	16,437	68
Cost of oil and waste for passenger and baggage cars,	2,315	46
Cost of oil and waste for freight cars,	6,508	17
Loss and damage of goods,	16,451	14
Loss and damage of baggage,	148	55
Damages for injuries to persons,	2,215	85
Damages to property, including fire, and animals killed on road,	872	80
Advertising,	1,822	74
Agents at stations,	39,241	50
Clerks in offices,	20,832	69
Labor loading and unloading freight,	39,751	68
Porters and watchmen,	9,511	39
Switchmen,	13,176	73
Conductors, baggagemen and brakemen,	73,929	67
Enginemen and firemen,	67,904	72
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	23,963	02
For printing, stationery and office expenses,	5,904	16
For law expenses,	6,032	34
Other expenses,	34,278	50
Total,	\$602,463	46

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$379,484 69
Repairs of machinery,	324,151 39
Operating,	692,463 46
Total,	<u>\$1,406,099 54</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$583,680 60
From freight,	1,319,933 56
Expresses,	15,981 11
Mails,	28,390 44
Rents,	1,072 73
Miscellaneous,	371 99
Total,	<u>\$1,949,430 43</u>

VALUE OF MATERIALS ON HAND.

Wood, cords of, 62,074.	\$216,980 94
Coal, tons of, 75,	688 80
Iron and other metals, unwrought,	55,194 18
Iron and other metals, worked and partly worked, 12,052 77	
Lumber,	24,572 55

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1869.

SOURCE.	JUNE, 1868.	JULY, 1868.	AUGUST, 1868.	SEPT., 1868.	OCTOBER, 1868.	NOV., 1868.
Through Passengers,	25,193 21	32,977 99	43,272 00	40,669 40	34,504 16	32,338 30
Way Passengers,	14,934 49	18,264 68	19,944 33	22,771 37	16,821 32	36,520 05
Through Freight,	56,713 57	50,797 53	58,423 75	66,742 29	76,020 31	53,738 05
Way Freight,	64,431 96	60,644 19	68,585 53	72,484 52	73,512 05	79,939 28
Express,	1,076 67	1,076 67	1,076 67	1,076 67	1,076 67	1,076 65
Transport of mails,	2,186 08	2,186 08	2,722 72	2,186 08	2,729 60	2,190 11
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows :						
Total,	164,535 98	165,947 14	194,025 00	205,930 33	204,664 11	205,802 44

DETAILS OF EARNINGS—CONTINUED.

SOURCE.	DEC. 1882.	JAN., 1883.	FEB., 1883.	MARCH, 1883.	APRIL, 1883.	MAY, 1883.
Through Passengers,	22,948 29	16,278 33	18,213 11	28,661 47	35,557 19	31,282 15
Way Passengers,	12,277 42	11,224 02	10,557 36	14,015 98	14,998 60	29,455 38
Through Freight,	46,512 57	33,160 99	26,948 58	36,799 93	49,196 46	54,478 05
Way Freight,	51,494 36	37,654 25	36,775 30	50,175 92	52,007 88	62,696 24
Express,	1,076 67	1,688 88	1,688 89	1,688 88	1,688 89	1,688 90
Transport of mails,	2,186 08	2,186 08	2,729 60	2,186 08	2,186 08	2,715 85
Use of engines,						
Use of cars,						
Rent,						1,072 73
Other earnings specified in detail as follows:						371 99
Total,	136,495 39	102,192 55	96,912 84	133,528 26	155,635 10	183,761 29

TABLE I.
ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,		2		1
		1		
Total,		3		1

Total number of persons injured but not killed, 4

JUNE 26, 1868.—Isaac P. Drew, a laborer on section, was drowned at the draw at Missisco Bay, by running a hand-car into the draw when open.

JUNE 29.—John Gardner, from Canada, was run over and killed at St. Albans, in attempting to get on the night express train going south, when the train was in motion.

SEPTEMBER 4.—Charles Patch, conductor of a freight train, fell from his train near Milton, and was run over and killed.

SEPTEMBER 17.—Samuel Connor, an employee in the engine house at White River Junction, was killed there by falling from a car and being run over by an engine.

SEPTEMBER 26.—E. O. Young, conductor of a freight train, when leaning out from his saloon car, was struck by No. 6 Bridge in Berlin, and had his leg broken.

NOVEMBER 28.—J. Crombly, in attempting to get on a freight train at Milton, was run over and killed.

JANUARY 5, 1869.—William Sharpe, a truck man, fell from a gravel train when in motion, and was run over and killed.

APRIL 20.—Alfred Doro, conductor, M. Ryan, fireman, and A. P. Squires, a passenger, on the up night express train, were injured by a train being thrown from the track in consequence of a culvert being washed out near Hartland in the night.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

14 Conductors of passenger trains,		
Amount of compensation,	\$50 to 75	per month each.
36 Conductors of freight trains,		
Amount of compensation,	\$50 to 70	do
4 Conductors of wood and gravel trains,		
Amount of compensation,	\$3 to 4	per day each.
2 Master mechanics,		
Amount of compensation, total,	\$5,000	per year.
3 Road masters,		
Amount of compensation,	\$60 to 83 33	per month each.
309 Men in repair shops,		
Amount of compensation,	\$1 to 4 50	per day each.
15 Enginemen of passenger trains,		
Amount of compensation,	\$3 to 3 25	do
31 Enginemen of freight trains,		
Amount of compensation,	\$2 50 to 3 25	do
4 Enginemen of wood and gravel trains,		
Amount of compensation,	\$3 25	do
55 Firemen,		
Amount of compensation,	\$1 75	do
16 Baggage men,		
Amount of compensation,	\$45 to 50	per month each.
24 Switchmen,		
Amount of compensation,	\$1 50	per day each,
43 Section men, (foremen,)		
Amount of compensation,	\$2 00	do
287 Section hands,		
Amount of compensation,	\$1 50 to 1 60	do
56 Watchmen,		
Amount of compensation,	\$5 to 50 00	per month each.
36 Station agents,		
Amount of compensation,	\$5 to 91 67	do

440 Other laborers,	
Amount of compensation,	75 to 3 00 per day each.
4 Clerks connected with passenger business,	
Amount of compensation,	\$45 to 125 per month each.
10 Clerks connected with freight business,	
Amount of compensation,	\$40 to 250 do
2 Sup'ts of bridges—salary, total,	\$3000 per year.
1 Wood agent,	1,500 do

STATE OF VERMONT, }
FRANKLIN COUNTY, ss. } St. Albans, Aug. 33, 1869.

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

L. BRAINERD,
JOSEPH CLARK,
J. GREGORY SMITH, } *Trustees and Man-
agers Vt. Central &
Vt. & Canada R. R.*

Subscribed and sworn to before me this 23d day of August, 1869, at St. Albans, Vt.

EUGENE PUTNAM, *Notary Public.*

ANNUAL REPORT OF THE VERMONT AND MASSACHUSETTS R. R. CO.,

For the Year ending June 30, 1869.

TABLE A.

STOCK AND DEBTS.

Funded debt, redeemable July 1, 1883,	\$550,000 00
Floating debt,	160,154 35
Unpaid dividends,	3,668 50
Rate of interest paid on funded debt, six per cent.	
Rate of interest paid on floating debt, seven per cent.	
on \$134,914 35; eight per cent. on \$10,000,	
and nine per cent. on \$15,000.	
Interest coupons have always been promptly paid when due.	

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction, as per last report,	\$3,240,779 31
Expended since last report, viz :	
For graduation and masonry, on Turner's Falls branch,	33,127 99

TABLE C.

EQUIPMENT.

Total cost of equipment, as per last report,	\$225,650 20
Total cost of road and equipment,	3,465,878 51
Expended on Turner's Falls branch,	33,127 99

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	69 miles.
“ “ completed,	69 “
“ “ branches,	8 “
“ “ side tracks,	5½ “
Weight of rail per yard,	56 lbs.
Length of road, branches and side tracks within the State, 10 miles and 1661 feet; side track, 1 mile.	

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,	11	11	
Truss do., from 50 to 100 feet span,	5	5	
Truss do., from 100 to 150 feet span,	3	4	
Truss do., 150 feet span and over,	23	41	
Total,	42	61	

Number of road crossings at grade,	60
Number of road crossings above and below grade,	21
Number of cross ties per mile,	2350
Chairs, number per mile,	530
Whole number of switches on main track,	60

GRADIENTS AND ALIGNMENT.

Maximum grade,	58 feet.
Amount of straight line, miles,	31 ¹³ / ₂₀
Amount of curved line, miles,	45 ⁷ / ₁₀

BUILDINGS AND FIXTURES.

Passenger houses,	19
Freight houses,	20
Engine houses,	5
Repair shops,	4
Water stations,	9
Dwellings,	8
Wood sheds,	19
Turn-tables,	5
Office,	1

EQUIPMENT.

Number of locomotives owned by the company on the 30th day of June, 1869 :

	Under 16 tons	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over
In good repair,			1	7	
Requiring slight repairs,			1	1	
Requiring heavy repairs,				3	
Worn out,			2		

Number of cars owned by the company, June 30, 1869,	234
First class 8 wheel passenger cars in good repair,	14
First class 8 wheel passenger cars wanting repairs,	2
Second class 8 wheel passenger cars in good repair, none.	
Second class 8 wheel passenger cars wanting repair, none.	
Baggage, express and mail cars in good repair,	7
Baggage, express and mail cars wanting repair,	2
Covered freight and cattle 8 wheel cars in good repair,	108
Covered freight and cattle 8 wheel cars wanting repair,	3
Platform 8 wheel cars in good repair	100
Average weight of passenger cars,	14 tons.
do baggage do	12 "
do box do	8 "
do platform do	6½ "

TABLE E.

BUSINESS OF THE YEAR ENDING NOV. 30, 1868.

Miles run by passenger trains,	187,169
Miles run by freight trains,	81,868
Miles run by gravel, construction and wood trains,	9,453
Number of through passengers carried in cars,	108,578
Number of way passengers,	128,983
Number of passengers having passes,	968
Number of miles traveled by way passengers,	2,064,298
Average distance traveled by way passengers, miles,	16
Number of miles traveled by passengers having passes,	32,949
Number of tons of through freight,	150,134 ³⁸³ / ₁₀₀₀
Number of tons of way freight,	42,609 ²⁹⁹ / ₁₀₀₀
do do do carried 1 mile,	887,742 ⁹¹⁷ / ₁₀₀₀
do do through freight moved toward market,	107,595 ⁵⁰¹ / ₁₀₀₀
Number of tons through freight moved from market,	42,539 ⁸² / ₁₀₀₀
Number of tons of way freight moved toward market,	27,506 ⁹²⁴ / ₁₀₀₀
Number of tons of way freight moved from market,	15,102 ²⁷³ / ₁₀₀₀
Average rate of speed of ordinary passenger trains,	22 m. per. hour.
Average rate of speed of freight trains,	10 m. per. hour.
Rate of fare charged first-class through passengers per mile	3½ cents.
Rate of fare charged first-class way passengers, per mile,	4 "
Rate per ton per mile charged on 1st class through freight,	7 "
Rate per ton per mile charged on 2d class through freight,	6 "
Rate per ton per mile charged on 3d class through freight,	5 "
Rate per ton per mile charged on 4th class through freight,	4 "
Rate per ton per mile charged on 1st class way freight,	12 "

Rate per ton per mile charged on 2d class way freight,	9 cents.
Rate per ton per mile charged on 3d class way freight,	8 "
Rate per ton per mile charged on 4th class way freight,	5 "
Total number of tons of freight carried one mile,	3,557,670 ⁵⁷³ / ₁₀₀₀
Total number of passengers carried one mile,	4,414,382

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1869.

Ordinary repairs of road-bed and superstructure,	\$92,422 01
Cost of new rails used in repairs,	99,048 79
Number and weight of chairs, weight of spikes, cost of repairs of rails, number of cross ties used for renewals cost of same, cost of re-laying rails and ties, are all included in the above.	
Insurance and taxes on real estate,	5,634 59
Repairs of bridges,	5,816 18
" stations,	13,616 23
" fences,	1,130 55
Total,	<u>\$217,668 27</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders, including the cost of three new engines,	\$89,217 09
Repairs of passenger and baggage cars, including the cost of four new passenger cars,	44,234 60
Repairs of freight cars, including the cost of twenty-six new freight cars,	57,689 52
Repairs of tools and machinery in work shops,	3,451 11
Repair of gravel and hand-cars,	910 64
Total,	<u>\$195,502 96</u>

TABLE G,

COST OF OPERATING ROAD.

For the year ending June 30, 1869.

Cost of wood and coal used by locomotives and at stations,	\$42,505 75
Number of cords lost by fire, none.	
The cost of oil and waste for engines and tenders, passenger and baggage cars, and freight cars, was	5,846 05
Damages for injuries to persons and property, including fire, and animals killed on road,	3,336 71
Advertising and stationery,	1,260 68
Expense passenger department,	49,765 51
Expense freight department,	46,186 04
Switchmen, watchmen and gate-keepers,	8,900 30
Wood and water station attendance,	791 79
Rent to Conn. River R. R.,	1,500 00
United States and Mass. State Tax,	20,373
Rent to Troy and Greenfield R. R.,	23,750 00
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	7,900 01
Incidental expenses,	7,716 09
For law expenses,	1,547 97
Clearing snow,	5,553 40
Total,	<u>\$226,934 04</u>

RECAPITULATION OF EXPENSES.

Maintaining road-way,— <i>See Table F,</i>	\$217,663 27
Repairs of machinery,	195,502 96
Operating,— <i>See Table G,</i>	<u>226,934 04</u>
Total,	\$640,105 27

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$187,921 50
From freight,	289,507 89
From other sources, viz :	
Tolls,	888 38
Expresses,	9,800 00
Mails,	11,065 27
Rents,	56,017 55
Miscellaneous,	861 77
	<hr/>
	\$555,001 86

Payment other than for Construction.

For transportation expenses, viz :

For passenger, freight and other business,	\$640,105 27
For interest on funded and floating debt,	32,548 07
For dividend No. 5 of 2 per cent. and U. S. Tax,	60,210 52
For carried to surplus fund, (no surplus carried to dividends.)	
For amount of surplus fund, (no surplus carried to dividends.)	

VALUE OF MATERIALS ON HAND.

Wood, 5,840 cords,	\$25,692 50
Oil, 820 gallons,	550 00
Waste, 500 pounds,	100 00
Iron rails, old, iron rails, new, chairs, spikes, ties, iron and other metals, unwrought, iron and other met- als worked and partly worked, and lumber,	49,967 47

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1869.

SOURCE.	JULY, 1868.	AUGUST, 1868.	SEPT., 1868.	OCTOBER, 1868.	NOV., 1868.	DEC., 1868.
Through Passengers,	17,478 97	21,664 72	21,375 27	19,530 42	15,731 09	12,288 34
Way Passengers,						
Through Freight,	18,449 49	22,132 15	25,137 95	26,255 22	24,406 74	24,204 67
Way Freight,						
Express,	550 00	550 00	600 00	600 00	1,200 00	900 00
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 00
Tolls,	49 00	61 50	81 00	85 63	179 00	58 00
Miscellaneous,	213 40	38 43	29 04	11 95	108 75	74 00
Rent,	3,736 75	3,293 75	4,125 00	3,820 50	7,253 05	5,138 00
Other earnings specified in detail as follows :						
Total,	40,977 61	48,240 55	51,848 26	50,803 72	49,378 63	43,163 01

DETAILS OF EARNINGS—CONTINUED.

SOURCE,	JAN., 1892.	FEB., 1893.	MARCH, 1893.	APRIL, 1893.	MAY, 1893.	JUNE, 1893.
Through Passengers,	11,237 84	10,284 17	13,004 56	14,467 86	13,581 76	17,276 50
Way Passengers,						
Through Freight,	23,348 91	18,921 58	26,252 83	27,296 75	26,136 22	25,964 88
Way Freight,						
Express,	900 00	900 00	900 00	900 00	900 00	900 00
Transport of mails,	500 00	500 00	500 00	500 00	500 00	5,565 27
Tolls,	55 75	58 25	56 75	52 25	106 50	44 75
Miscellaneous,	18 36	61 90	7 90	55 60	84 67	97 77
Rent,	5,012 00	4,275 00	5,125 00	4,797 25	4,310 00	5,131 25
Other earnings specified in detail as follows :						
Total,	40,072 86	35,000 90	45,847 04	48,069 71	45,619 15	54,980 42

TABLE I.

ACCIDENTS.

Total number of persons killed, two.

NOVEMBER 18, 1869.—At gravel pit between Gardner and Templeton, Dennis Murphy of Gardner, and Michael Morun of Fitchburg, at work in gravel pit were killed by gravel slide. coroner's jury rendered verdict, "An unavoidable accident."

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

5 Conductors of passenger trains,	
Amount of compensation,	\$75 per month.
2 Conductors of freight trains,	
Amount of compensation,	\$70 to 75 do
1 Conductor of wood and gravel trains,	
Amount of compensation,	\$100 do
1 Master mechanic,	
Amount of compensation,	\$100 do
2 Road masters,	
Amount of compensation,	\$83 33 to 100 do
55 men in repair shops,	
Amount of compensation,	\$1 00 to 3.50 per day.
7 Enginemen of passenger trains,	
Amount of enon,	\$75 to 90 per month.
3 Enginemen of freight trains,	
A mount of compensation,	\$60 to 75 do
1 Engineman of wood and gravel trains,	
Amount of compensation,	\$100 do
11 Firemen,	
Amount of compensation,	\$50 do
6 Baggage men,	
Amount of compensation,	\$50 to 60 do
6 Switchmen,	
Amount of compensation,	\$45 to 60 do

21 Section men, foremen,	
Amount of compensation,	\$2 00 to 2 50 per day.
121 Section hands,	
Amount of compensation,	\$1 60 to 1 85 do
7 Watchmen,	
Amount of compensation,	\$48 to 60 per month.
24 Station agents,	
Amount of compensation,	\$15 to 90 do
15 Other laborers,	
Amount of compensation,	\$12 to 45 do
2 Clerks connected with passenger business,	
Amount of compensation,	\$65 to 90 do
3 Clerks connected with freight business,	
Amount of compensation,	\$60 to 90 do
1 Superintendent of bridges, salary,	\$100 do
2 Freight receiptors,	
Amount of compensation,	\$12 50 to 55 do
1 General passenger agent,	
Amount of compensation,	\$150 do
1 Civil engineer,	
Amount of compensation,	\$100 do
1 Assistant civil engineer,	
Amount of compensation,	\$2 50 per day.
Other agents—how employed—and the salary of each, as follows, viz :	
3 Flagmen,	\$80 to 47 50 per month.
1 Master carpenter,	\$80 do
1 Master of transportation,	\$125 do
4 Telegraph operators,	\$10 to 15 do
1 Toll collector,	\$20 do
3 Brakemen on passenger trains,	\$45 to 50 do
12 do freight trains,	\$45 to 50 do
41 Gravel train men,	\$1 00 to 2 00 per day.
1 Master mechanic's clerk,	\$60 per month.
Amount of net earnings for one year ending	
June 30, 1868,	\$101,071 01

Amount of net earnings for one year ending

June 30, 1869,

Amount of funded and floating debt June 30, 1869, \$713,822 85

June 30, 1869, amount of cash in

Treasury,	\$3,958 12
-----------	------------

June 30, 1869, amount of loans,	40,500 00
---------------------------------	-----------

June 30, 1869, \$9,500 Vt. &

Mass. R. R. Co. bonds,	8,272 56
------------------------	----------

	\$52,730 68
--	-------------

Amount of interest paid during twelve months

ending June 30, 1869, (more than received

for loans),	\$32,548 70
-------------	-------------

COMMONWEALTH OF MASS. }

24th day of August, 1869.

Suffolk County, ss

I, Franklin N. Poor, Treasurer of the Vermont and Massachusetts Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, heir trustees, or assignees or lessees, on the 30th day of June, 1869.

FRANKLIN N. POOR, *Treasurer.*

Sworn to before me,

P. E. TESCHEMAKER, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

J. C. HOWE, WM. MINOT, Jr., JAMES MCGREGOR, *Trustees.*

DANIEL S. RICHARDSON, *President.*

O. T. RUGGLES, *Superintendent.*

FRANKLIN N. POOR, *Treasurer.*

B. D. LOCKE, *Clerk.*

SALARIES.

Trustees,	\$800, 100 100
President,	2,000 per annum.
Superintendent,	4,000 do
Treasurer,	3,000 do
Clerk,	50 do

COMMONWEALTH OF MASS. }
Suffolk County ss. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

GEORGE F. FAY, WM. H. HILL, D. S. RICHARDSON, JAS. A. DUPEE, F. GOODHUE,	}	<i>Directors of the Vt. and Mass. R. R. Co.</i>
--	---	---

Subscribed and sworn to before me, this 24th day of August, 1869, by D. S. Richardson and Jas. A. Dupee.

S. G. SNELLING, *Justice of the Peace.*

Subscribed and sworn to before me, this 24th day of August, 1869, by Wm. H. Hill,

P. E. TESCHEMACHER, *Justice of the Peace.*

Subscribed and sworn to before me, this 25th day of August, 1869, by George F. Fay.

HENRY A. WILLIS, *Justice of the Peace.*

Subscribed and sworn to before me, this 27th day of August, 1869, by F. Goodhue,

R. W. CLARKE, *Notary Public.*

ANNUAL REPORT OF THE ATLANTIC & ST. LAWRENCE RAILROAD CO.,

For the year ending June 30, 1869.

TABLE A.

STOCK AND DEBTS.

Capital stock authorized by charter,	\$4,000,000 00
The amount paid in is	2,494,900 00
Funded debt,	3,324,800 00
Floating debt,	nothing.
Interest on bonds at rate of six per cent.	
Interest on stock at rate of four per cent.	
The coupons are paid by the lessees.	

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction, as per last report,	\$6,788,354 72
Charged to construction account,	nothing.

Two thirds of the road were built at a stipulated price per mile, consequently cannot be apportioned.

TABLE C.

EQUIPMENT.

Total cost of equipments as per last report,	\$865,734 76
Total cost of road and equipment,	7,654,089 48

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, within State of Vermont,	30½ miles.
“ “ completed, do	do

Length of road branches, of Vermont,	none.
“ “ side tracks, do	about $1\frac{1}{2}$ miles.
Weight of rail per yard,	63 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Pile bridging,	1		1,519*
Truss bridging, 50 feet span and under,	10	10	400
Truss do., from 50 to 100 feet span,	2	2	120
Truss do., from 100 to 150 feet span,	14	14	1,750
Truss do., 150 feet span and over,			
Stone arch bridges,	2	2	1
Total,	29	28	3,909

Number of road crossings at grade,	63
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2400
Chairs, number per mile, about	600
Whole number of switches on main track, about	100

In addition to above bridges, there are on the line 16 iron bridges, 3 of which are 300 feet each in length, in spans of 75 feet; one over the Connecticut river, one over Wild river, and the other over Presumpscot river; whole length of above named bridges, 1510 feet.

GRADIENTS AND ALIGNMENT.

Level, number of miles, and grades to 20 feet,	97.27
Maximum grade,	60 feet.
Amount of straight line, miles,	89
Amount of curved line, miles,	$59\frac{1}{2}$
Maximum radius,	5730 feet.
Minimum radius,	.955 do
Sum of ascents going in one direction,	1929 do

* With one draw.

Sum of ascents going in opposite direction, 757 feet.
 Height of termini and summit above tide water, 1178 do

BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight houses,	22
Engine houses,	8
Repair shops,	6
Water stations,	17
Dwellings,	2
Wood sheds,	26
Turn tables,	10

Other buildings, as follows :

Two hotels, 10 store houses on wharves in Portland, for ocean and Boston steamers.

EQUIPMENT.

Number of locomotives used by the company on the 30th day of June, 1869, on the Portland line :

	Under 18 tons	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over
In good repair,			3	16	12
Requiring slight repairs,				4	2
Requiring heavy repairs,				3	
Worn out,					

Number of cars appropriated by the Company to the
 Portland line, June 30, 1869, 565

NOTE.—The Charter of the Atlantic & St. Lawrence Railroad, within the State of Vermont, extends from the Connecticut River at Bloomfield to the boundary line in Norton. But the entire line from Portland to Montreal is worked in divisions, of which the point of junction is at Island Pond, in Brighton.

TABLE E.

BUSINESS OF THE YEAR ENDING DEC. 31, 1868.

Miles run by passenger trains,	146,269
Miles run by freight trains,	599,707
Miles run by gravel, construction and wood trains,	33,012
Number of through passengers carried in cars,	52,912
Number of way passengers,	142,224
Average rate of speed of ordinary passenger trains,	19 miles per hour.
Average rate of speed of express trains,	19 do
Average rate of speed of freight trains,	11 do

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Books so kept, cannot be answered in detail.

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending Dec. 31, 1868.

Books not classified to conform to above table; answer cannot be given.

RECAPITULATION OF EXPENSES.

Total, year ending Dec. 31, 1868,	\$891,915 14
-----------------------------------	--------------

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts, for the year ending Dec. 31, 1868.

From passengers,	\$259,469 96
From freight,	795,807 08

From other sources, viz :

Expresses and mails,	\$31,730 67
Rents and miscellaneous,	3,589 21

Payments other than for Construction.

For dividends, 1st of Jan. and 1st of July at rate of 4 per cent. less Government tax.

The statement of receipts and expenses apply to the Portland Division, extending from Island Pond to Portland.

DETAILS OF EARNINGS FOR THE YEAR ENDING 186 .

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through Passengers, Way Passengers, Through Freight, Way Freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

NOTE.—These items cannot be given in detail.

DETAILS OF EARNINGS—CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through Passengers, Way Passengers, Through Freight, Way Freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

Note.—These items cannot be given in detail.

TABLE I.
ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track,	0	0	0	0
Struck by bridge while on top of freight cars,	0	0	0	0
Run over while walking on track,	0	0	0	0
Injured at road crossing,	0	0	0	0
Total,	0	0	0	0

Total number of persons injured but not killed, 1

MARCH 24, 1868.—Joseph Coyel, a laborer—not in the Company's service—had his leg broken by endeavoring to get on to a train in motion at Brighton, Vermont, against the rules of the Company.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Other agents, how employed, and the salary of each, as follows, viz :

The employees of the Company, being employed upon two divisions of the road, one south of Island Pond extending to Portland, the other north of Island Pond extending to the boundary line and Montreal, no specific statement can be made under the head of inquiry, as applied to the State of Vermont.

The Treasurer is required to state the amount of surplus, (if any,) the amount of net earnings, on
186 , also the net earnings up to 186 ,
and to state amount of payments to surplus fund
payments of interest, coupons, on funded debt, and other

disbursements in detail, so as to show the true condition of the finances of the Company on the day of , 186 Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

The earnings of the road are received by the lessees. The lessors have no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk Railway Company as not to admit of an answer to the above as contemplated.

STATE OF MAINE, }
CUMBERLAND COUNTY, SS. } 6th day of September, 1869.

I, Charles E. Barrett, Treasurer of the Atlantic and St. Lawrence Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said Company at the time stated.

CHAS. E. BARRETT, *Treasurer.*

Sworn before me,

S. B. HASKELL, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

SALARIES.

Grand Trunk Railway Company of Canada, Lessees.

ST. JOHN SMITH, *President.*

HENRY BAILEY, *Superintendent.*

CHAS. E. BARRETT, *Treasurer.*

STATE OF VERMONT, }
COUNTY, SS. }

We, the undersigned, Directors of the Atlantic and St. Lawrence Railroad Company, depose and say that the facts set forth, and statements made in the foregoing report, which

has been signed by Charles E. Barrett, Treasurer, are true and correct according to the best of our knowledge, information and belief.

Signed,

Subscribed and sworn to before me this day of
1869.

CHAS. E. BARRETT,
N. NARMORE,
H. I. LIBBY,
BYRON GREENOUGH,
P. BARNES.

BLANK FORM OF RAILROAD REPORT.

The following is the blank form furnished the Officers and Managers of the several Vermont Railroads :

<i>Annual Report of the Company, for the year ending</i>	<i>Railroad 186</i>
--	-------------------------

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt—rate of interest—amount of interest coupons due and unpaid.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report, viz :

For graduation and masonry,

do bridges,

do rails,

do chairs, spikes and ties,

do laying superstructure,

do buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expenses, or any extension or alteration of road, to

186

Also, state the amount for interest, discount, &c., charged to construction account

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,
do completed,
do branches,
do side tracks,

Weight of rail per yard,

NOTE.—State length of road, branches and side tracks within the State.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,			
Truss do., from 50 to 100 feet span,			
Truss do., from 100 to 150 feet span,			
Truss do., 150 feet span and over,			
Draw bridges,			
Total,			

Number road crossings at grade,
Number of road crossings above and below grade,
Number of cross ties per mile,
Chairs, number per mile,
Whole number of switches on main track,

GRADIENTS AND ALIGNMENT.

Level, number of miles,
Maximum grade,
Amount of straight line, miles,
Amount of curved line, miles,
Maximum radius,
Minimum radius,
Sum of ascents going in one direction,

Sum of ascents going in opposite direction,
 Highth of termini and summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses,
 Freight houses,
 Engine houses,
 Repair shops
 Water stations,
 Dwellings,
 Wood sheds,
 Turn-tables,

Other buildings, as follows :

EQUIPMENT.

Number of locomotives owned by the company on the
 day of 186

	Under 15 tons	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over
In good repair,					
Requiring slight repairs,					
Requiring heavy repairs,					
Worn out,					

Number of cars owned by the company, 186

First class 8 wheel passenger cars in good repair,
 First class 8 wheel passenger cars wanting repairs,
 Second class 8 wheel passenger cars in good repair,
 Second class 8 wheel passenger cars wanting repair,
 Baggage, express and mail cars in good repair,
 Baggage, express and mail cars wanting repair,
 Covered freight and cattle 8 wheel cars in good repair,
 Covered freight and cattle 8 wheel cars wanting repair,
 Platform 8 wheel cars in good repair,
 Other freight cars,

Gravel cars,
 Average weight of passenger cars,
 do baggage do
 do box do
 do platform do

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,
 Miles run by freight trains,
 Miles run by gravel and construction trains,
 Miles run by wood trains,
 Number of through passengers carried in cars,
 Number of way passengers,
 Number of passengers having passes,
 Number of miles traveled by way passengers,
 Average distance traveled by way passengers,
 Number of miles traveled by passengers having *passes*,
 Number of tons of through freight,
 Number of tons of way freight,
 Number of tons of way freight carried 1 mile,
 Number of tons of through freight moved towards market,
 Number of tons of through freight moved from market,
 Number of tons of way freight moved towards market,
 Number of tons of way freight moved from market,
 Average rate of speed of ordinary passenger trains,
 Average rate of speed of express trains,
 Average rate of speed of freight trains,
 Rate of fare charged first class through passengers per mile,
 Rate of fare charged first class way passengers per mile,
 Average rate of fare charged second class passengers per mile,
 Rate per ton per mile charged on 1st class through freight,
 Rate per ton per mile charged on 2d class through freight,
 Rate per ton per mile charged on 3d class through freight,
 Rate per ton per mile charged on 4th class through freight,

Rate per ton per mile charged on 1st class way freight,
 Rate per ton per mile charged on 2d class way freight,
 Rate per ton per mile charged on 3d class way freight,
 Rate per ton per mile charged on 4th class way freight,
 Total number of tons of freight carried 1 mile,
 Total number of passengers carried 1 mile,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending	186 .
Ordinary repairs of road-bed and superstructure,	\$
Extraordinary repairs of road-bed,	
Cost of new rails used in repairs,	
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	
Number of cross ties used for renewals,	
Cost of same,	
Cost of re-laying rails and ties,	
Insurance and taxes on real estate,	
Repairs of bridges,	
do stations,	
do fences,	
do masonry,	
Total,	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,
 Repairs of passenger and baggage cars,
 Repairs of freight cars,
 Repairs of tools and machinery in work shops,
 Oil used about work shops,
 Fuel,
 Waste,

Other items in detail as follows :

Total,

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending 186 .

Wood, including the cost of preparing the same,	
Number of cords of wood used by locomotives,	
Number of tons of coal used by locomotives,	
Number of cords of wood used at stations,	
Number of tons of coal used at stations,	
Number of cords lost by fire,	
Number of gallons of oil,	
Number of pounds of waste,	
Cost of oil and waste for engines and tenders,	
Cost of oil and waste for passenger and baggage cars,	
Cost of oil and waste for freight cars,	
Loss and damage of goods,	
Loss and damage of baggage,	
Damages for injuries to persons,	
Damages to property, including fire, and animals killed on road,	
Office expenses and stationery,	
Number of agents,	
Number of clerks,	
Labor loading and unloading freight,	
Porters and watchmen,	
Switchmen,	
Wood and water station attendance,	
Conductors and baggagemen,	
Brakemen,	
Enginemen and firemen,	
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	
For printing, stationery and office expenses,	
For law expenses,	
Other expenses in detail, as follows :	
Total,	

RECAPITULATION OF EXPENSES.

Maintaining roadway,
 Repairs of machinery,
 Operating,
 Proportion of expenses due to passenger business,
 Proportion of expenses due to freight business,
 Total,

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,
 From freight,
 From other sources, namely :
 Expresses,
 Mails,
 Rents,
 Miscellaneous,

Payments other than for Construction.

For transportation expenses, viz :
 For passenger business,
 For freight business,
 For other business, and what,
 For interest on funded debt,
 For interest on floating debt,
 For dividends,
 For carried to surplus fund,
 For amount of surplus fund,

VALUE OF MATERIALS ON HAND.

Wood, cords of,
 Coal, tons of,
 Oil, gallons of,
 Waste, pounds of,

Iron rails, tons of, old,

Iron rails, tons of, new,

Chairs, pounds of,

Spikes, pounds of,

Ties, number of,

Iron and other metals, unwrought,

Iron and other metals, worked and partly worked,

Lumber,

Other items specified as follows :

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,

Actual cost of transporting passengers, per mile,

18
DETAILS OF EARNINGS FOR THE YEAR ENDING

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through Passengers, Way Passengers, Through Freight, Way Freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

DETAILS OF EARNINGS—CONTINUED.

SOURCE,	JANUARY.	FEBRUARY	MARCH.	APRIL.	MAY.	JUNE.
Through Passengers, Way Passengers, Through Freight, Way Freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track,				
Struck by bridge while on top				
of freight cars,				
Run over while walking on				
track,				
Injured at road crossing,				
Total,				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,

Amount of compensation,

Conductors of freight trains,

Amount of compensation,

Conductors of wood and gravel trains,

Amount of compensation,

Master mechanics,
Amount of compensation,
Road masters,
Amount of compensation,
Men in repair shops,
Amount of compensation,
Enginemen of passenger trains,
Amount of compensation,
Enginemen of freight trains,
Amount of compensation,
Enginemen of wood and gravel trains,
Amount of compensation,
Firemen,
Amount of compensation,
Baggagemen,
Amount of compensation,
Switchmen,
Amount of compensation,
Section men, (foremen,)
Amount of compensation,
Section hands,
Amount of compensation,
Watchmen,
Amount of compensation,
Station agents,
Amount of compensation,
Other laborers,
Amount of compensation,
Clerks connected with passenger business,
Amount of compensation,
Clerks connected with freight business,
Amount of compensation,
Superintendent of bridges—salary,
Wood agent—salary,
Other agents—how employed—and the salary of each,
as follows viz :

The Treasurer is required to state the amount of surplus,
(if any,) the amount of net earnings, on

186 , also the net earnings up to 186
and to state amount of payments to surplus fund
payments of interest, coupons, on funded debt, and other
disbursements in detail, so as to show the true condition of
the finances of the Company on the day of
186 Such statement may be in the form of a general
account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }
COUNTY, SS. } day of. 186

I, _____, Treasurer of the
_____ Railroad Company, do solemnly
swear that the above is a true statement of the condition of
the finances of said company, their trustees, or assignees or
lessees, on the _____ day of _____, 186 ____.

Treasurer.

Sworn before me.

Justice of the Peace.

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
President,
Superintendent,
Treasurer.

NOTE.—State the amount of each.

STATE OF VERMONT, }
COUNTY, SS. }

depose and say
that the facts set forth, and statements made in the foregoing re-
port, which has been signed by
are true and correct according to the best of knowledge,
information and belief.

Signed,

Subscribed and sworn to before me this day of
186